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Kowloon, 27th June, 1912. [a536]

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All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, AUGUST 1st, 1912.

JAPAN has for some time past been known as a land of State monopolies, all of which, with the exception of the railways, were established for purposes of revenue. The nationalisation of the railways, although no official explanation has ever been given, was no doubt due partly to strategical and partly to financial reasons, the Government wishing to acquire full control over the lines in time of emergency and also to possess some security which could be used for raising further foreign loans if any came requiring such a course. At first it was apparently intended to place the railways among the other monopolies as a revenue-producing concern, but some pressure brought to bear caused a change of policy, and the railways are now placed to a Special Account in the Budget, whereby the whole of the profits are utilised for the improvement and extension of the lines. So far the profits have proved inadequate to fill the requirements, with the result that the Government has had to issue railway debentures, but the completion of several important lines should tend to equalise

matters in the near future. In regard to other monopolies there has been very little attempt to hide the fact that they are pure money-making concerns. It is true, the camphor monopoly was at first claimed to be a measure for the protection of the industry, which the indiscriminate destruction of the camphor trees was threatening with extinction; but as the camphor trade in Japan is now quite dead, and the profits of the Camphor Monopoly dwindled away to a fifth of what they were ten years ago, the claim is one that can hardly be still seriously advanced. The other monopolies, tobacco and salt, have been forced into revenue-yielding concerns by the process of increasing the price. Thus tobacco, even for Japanese consumption, is two or three times the price it was when the monopoly was started, while foreign tobacco has become more or less a luxury. Complaints are also made as to the high price and inferior quality of the salt produced under State supervision. The fact is that the increase of prices was caused by the necessity of making the monopolies sufficiently profitable to justify their existence. The monopolies, it may also be noted, have had the effect of limiting the consumption of the articles produced under them to Japan. Thus the export of cigarettes is rapidly dwindling away, being less than a quarter of what it was six or seven years ago. The fate that has overtaken the Tobacco Regie in France, that of providing goods purely for home consumption, is overtaking the monopoly in Japan, where also, as in France, there is considerable grumbling as to the quality of the goods. In these circumstances it is natural that there should not be wanting those who desire to see the monopolies abolished altogether, although the difficulty of finding a source wherefrom to draw the same amount of revenue will probably prove an obstacle to any steps being taken for some years to come. The Government, indeed, would probably be glad to find an occasion for increasing its monopolies, having long had its eye on the sugar trade in Formosa as a profitable venture. From time to time also feelers have been put out in regard to the nationalisation of life insurance, though so far no step has been taken in this direction. In view of the comparative failure of the monopolies in the past, this desire may appear extraordinary, but from the latest proposal that has been made in this direction it would appear that these views are not confined to official circles only. Count ITAGAKI, who has now retired from political life, may be considered as one of the fathers of the Constitution, since it was chiefly through his efforts that representative Government came into being in Japan. He thus represents the forward movement, his ardour being apparently not dimmed by his 75 years. If not the originator, he is, at any rate, a warm supporter of the latest idea in monopolies, which is to bring the chief food supply of the Empire under State control. As is well known Japan has lately been suffering from an unprecedented rise in the price of rice. Latest exchanges show that they still remain sufficiently high to indicate that Japan has reached the parting of the ways. It seems probable that there is sufficient rice to supply the needs of the country but no more, this balance of the production and consumption leading to speculative transactions, much to the suffering of the public. Theoretically Count ITAGAKI's proposals seem unexceptionable. They are merely that the Government, as State proprietor, should establish granaries for the storage of the cereal, such supplies to be used to maintain prices at an average low level. Years of dearth would thus be brought to a level with years of plenty and speculative transactions prevented. It will be seen that this is a monopoly with a difference. Apparently it is not proposed that the State should become the sole proprietor of the rice crops, but merely that it should enter the market as a purchaser in times of plenty, and act as a seller in times of dearth. The proposal is thus outside the objectionable revenue-seeking schemes which find special favour with officials. At the same time Count ITAGAKI's suggestion appears to be founded on a very doubtful premise—that is, that Japan can continue indefinitely to produce sufficient rice to feed her growing population. If the rice supply is short and continues short, then the entrance of the Government into the market as a purchaser will only serve to maintain high prices, if not even to send them higher still, while the amount of rice the Government would be able to store would probably prove quite insufficient to bring down prices in time of dearth. Even if the State became the proprietor of all the rice grown, it is doubtful whether it could maintain an average low price without suffering a loss, which would have to be made good by taxes. State enterprises are notoriously more costly to run than those in private hands.

A destitute Chinese committed suicide at Fanling by hanging himself from a tree. He was discovered by relatives who cut down the body and buried it.

It is notified in the Garrison Orders that owing to the death of the Emperor of Japan, flags will be hoisted half-mast high until the day of the funeral.

The typhoon of which warning was given in the Colony on Tuesday recurved northwards yesterday and the local signals were taken down before noon.

There were only 22 cases of plague reported in the Colony last week, one being an imported Filipino case. These bring up the number reported since January 1st to 1,817. Of these 1,636 died.

A Moji dispatch appearing in the Japanese papers reports a collision between the C.P.R. steamer *Monteagle* and the *Shingu-maru* of the Osaka Shosen Kaisha, the latter vessel being slightly injured.

Three cases of enteric fever were notified to the Medical Officer of Health last week, two being Chinese and one a Russian imported case. Two of the cases were fatal. There was one fatal Chinese case of smallpox also.

At the Magistracy yesterday two Chinese were brought before Mr. Irving charged with being members of the Fu Ching Tung Meng Society, which was stated to be a revolutionary society and of course illegal. The case was remanded, bail being fixed at \$1,000 each.

THE PIRACY DANGER.

On Tuesday night as the Hongkong steamer *Tai On* was on her way down from Kowloon to Hongkong she witnessed at the Wongmoon Bar a junk being attacked by pirates. The men on the junk were using their cannon, keeping off the robbers, and as there was a fresh breeze she managed to set sail and get away clear.

As the water is very low at the Bar just now and steamers are frequently stuck, there is considerable apprehension lest they be attacked by pirates while they are held up there. Were a steamer to go aground she would be a comparatively easy prey to these river pests.

AN OFFENSIVE TRADE.

At the Magistracy yesterday F. P. Danenberg was summoned before Mr. Melbourne at the instance of the Sanitary Department for carrying on an offensive trade, to wit, hair cleaning, in Shauiwan Road.

Mr. E. D. C. Wolfe, Head of the Sanitary Department, who appeared in support of the summons, said that the case dated back to 19th January, when the defendant was carrying on an offensive trade in High Street. He was warned about it and was served with a notice, informing him that hair cleaning had been declared an offensive trade and that the premises in High Street were unsuitable. As the result defendant moved from High Street to Shauiwan Road. Correspondence passed with regard to the premises, and it was pointed out that a licence could not be granted owing to the unsuitability of the premises.

Defendant said he had a verbal permission from Dr. Clark that he would be allowed to carry on the business at any rate until the end of the month.

Mr. Wolfe said he could not understand how defendant could claim to have received permission from Dr. Clark, since it had been that gentleman who had recommended the prosecution and also recommended that the premises be closed forthwith. This was another of the instances of the men engaged in this business dodging the Sanitary Board by moving from place to place until such time as the hair cleaning business was ended, which could not be very long.

His Worship imposed a fine of \$25 and ordered that the premises be closed forthwith.

Vieira and Company, and A. B. Moulder were summoned on like charges before Mr. Irving, who remanded them until Friday.

IMPERIAL EXHIBITION, 1915.

Considerable progress is being made with the arrangements for the Imperial Exhibition, 1915. Recent additions to the General Committee include the Duke of Argyll, Lord Alverstone, Lord Amthill, Lord Beauchamp, Lord Desborough, Sir Walter Egerton, Admiral the Hon. Sir E. R. Fremantle, Lord Lonsdale, Sir Frederick Lugard, Sir Robert Llewellyn, the Agents-General for Ontario, British Columbia, and Western Australia, Sir Matthew Nathan, Sir Edgar Speyer, and Lord Wardale. All available information of the exhibition can be obtained on application to the Secretary, St. Stephen's House, Westminster.

## TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## JAPAN'S GRIEF.

## SCENES BEFORE THE PALACE.

The scene before the Palace was of the weirdest description. Crowds of worshippers had assembled, each with a lighted lantern, and kneeling with their foreheads to the ground, while thousands in the outskirts stood bareheaded. The police, waving red and yellow lanterns, directed the traffic. The heat was intense, and a priest in the centre at the altar was fanned by an attendant.

## THE MOURNING.

A message from Tokyo states that the Court will be in mourning for a year and the national mourning will be for three days with the day of the funeral in addition.

The accession ceremonies will take place at Kyoto (the ancient capital) a year or two hence.

## EULOGIES AND CONDOLENCES.

King George has cabled his condolences to the Crown Prince of Japan.

The Japanese Embassy in London, was deluged with condolences.

The British, French and Italian Press are most eulogistic in their references to the deceased Emperor, extolling his services in the development of civilisation in Japan and transforming it into a great Power.

The *Times* compares the late Emperor of Japan to William the First (of Germany), and says that the sympathy of Great Britain is extended to the Japanese Imperial Family and the Japanese people on the death of their beloved Emperor. It is convinced that this will not mean any change in the policy of Japan.

Mr. Asquith in the House of Commons announced that to-morrow he would move an address to His Majesty expressing their deep regret on the death of His Majesty's ally and friend, and praying His Majesty to convey to the new Emperor the profound sympathy of the House of Commons with the Imperial Family, the Government and the people of Japan.

The Japanese Ambassador, interviewed by Reuter, said he was deeply touched by the expression of condolence by their Majesties and Queen Alexandra, and the genuine sympathy of the people, who, despite a few dissentients, heartily appreciated the Alliance.

## SYMPATHY IN INDIA.

A telegram from Simla states that the Government of India offices were closed yesterday as a mark of respect to the deceased Emperor of Japan.

## ACCESSION OF THE NEW EMPEROR.

Reuter's correspondent at Tokyo telegraphs that after the death of the Emperor was announced the Crown Prince, accompanied by the members of the Cabinet, proceeded to the Sanctuary within the Palace, and, according to the Constitution, acquired the sacred treasure of his Imperial ancestors and swore to preserve the ancient form of government.

## A NEW YORK SENSATION.

London, July 30th.

A message from New York states that a sensational climax was reached in the Rosenthal case last night, when the Grand Jury indicted Police Lieutenant Becker on a charge of murder. He was arrested at the Police Station, brought to the Criminal Court and arraigned. He pleaded not guilty and was remanded, bail being refused. The indictment followed on the evidence of three gamblers, who have been retained for some time charged with complicity in the killing of Rosenthal.

## MILITARY CHANGES.

London, July 31st.

The King Edward's Horse have been removed from the Territorials and made a special reserve regiment of cavalry in order to enable colonials to undergo the compulsory training required by their home governments.

[THROUGH REUTER'S AGENCY.]

## THE WAR BETWEEN ITALY AND TURKEY.

## TURKISH RESOLVE TO CONTINUE.

London, July 31st.

The Grand Vizier of Turkey read his programme in the Chamber at Constantinople and it was resolved to continue the war till Turkey obtained all conditions compatible with her rights.

The Chamber passed a vote of confidence in the Government by 113 votes to 45.

## THE LOSS OF THE "TITANIC."

## JUDGMENT OF THE BRITISH COURT OF INQUIRY.

London, July 31st.

Lord Mersey in his judgment in the *Titanic* inquiry attributed the collision to excessive speed.

The judgment is a big volume and deals with the subject in a most exhaustive manner. It states that the *Titanic* was properly equipped and praises generally the conduct of passengers and crew, but says that better organisation might have saved more lives.

The wireless telegraphy was most effective.

It emphasises that the practice of going at full speed in an ice region was bad, but in the circumstances it is unable to blame the captain. He made a grievous mistake, but was not negligent.

The gross charge against Sir Cosmo Duff Gordon of bribing men to row away is unfounded.

Mr. Lema's position did not impose the moral duty to sink with the vessel. It would merely have lost another life had he done so.

The third class passengers were not unfairly treated.

He was convinced that the *Californian* saw the *Titanic's* lights and that she could have penetrated the ice without serious risk and might have saved many if not all.

The Court recommends that the new Bulkhead Committee should enquire exhaustively into the safety of the devices and the provision of lifeboats based on the number of passengers and not on the tonnage, a night and day service of wireless telegraphy, adequate boat drills, moderate speed when ice is reported or alteration of course. An International Conference should be called to ensure common action with respect to the above.

## TEST CRICKET.

## ENGLAND v. AUSTRALIA.

London, July 31st.

Little progress has been made with the sixth test cricket match, which started yesterday at Manchester between England and Australia, owing to rain. England made 203 in her first innings, of which Rhodes contributed 92. Whitty took four wickets for 43 runs. Australia then batted and scored 14 without the loss of a wicket before stumps were drawn.

## THE TURF.

## RESULT OF STEWARDS' CUP.

London, July 31st.

The Stewards' Cup run at Goodwood yesterday resulted as follows:—

Golden Rod	1
Poor Boy	2
Uncle Pat	3

Twenty-one ran. Won by two lengths, a length between second and third. The placed horses were quoted 9 to 1 against Golden Rod, 100 to 7 Poor Boy, 20 to 1 Uncle Pat. Poor Boy was ridden by William Griggs; Runnymede, Earl; Beaurepaire, Hewitt; Grammont, Donoghue; Bachelor's Tax; Ringsend; Tangara, Jellies; Aiglon; Foy; Lavolt, Whalley; Peggsland, Herbert; Cigar, Quinn. Castleton, Canonite, Master Hopson, Grayling IV., Spanish Prince, Sunflower, Thaddeus, and Mediator did not start.

Braxted jumped off in front, and led from Absurd and Jessica to the half distance, when Golden Rod went to the front, followed by Poor Boy, and won as stated. Grammont, favourite at 4 to 1 against, was placed fourth.

[THROUGH REUTER'S AGENCY.]

## THE DOCKERS STRIKE.

FREE LABOURERS DRIVEN BY STRIKERS OUT OF THE DOCKS.

London, July 30th.

Five thousand lightermen last night refused to resume work. The Seamen's and Firemen's Union are balloting in favour of resumption.

Crowds of strikers applied for work in London yesterday.

There were exciting scenes at the docks. The free labourers were panic-stricken. Some rushed from the ships, leaving their coats and waistcoats and even their breakfasts. Others defended themselves with sticks, rivets and bottles, but were routed after fierce encounters, the strikers hunting them over fences and ditches, out of the docks.

## THE OPIUM TRADE.

## GREAT BRITAIN'S ATTITUDE.

London, July 31st.

On the Indian Budget debate in the House of Commons, Mr. Montagu, Under Secretary of State for India, referring to opium, said the Government of India did not intend to reduce the area still under cultivation. They believed that as at present advised the recrudescence of poppy growing in China was only temporary. "The Chinese Government has assured us that they will adhere to the Convention. We do not propose to vary the agreement. It is a bad moment to ask us to extinguish the trade with China as it would encourage the people of China to break the law."

## ASIATIC LABOUR IN GERMAN SOUTH AFRICA.

London, July 31st.

A Reuter's message from Johannesburg states that Dr. Sol, the German Colonial Secretary, who is there on a visit, denied on being interviewed that he had said that the importation of Asiatics for South-west Africa was imminent. He thought the Home Government would not object if it were absolutely necessary, but, at any rate, it was not certain that the Chinese Government would consent to the restrictive conditions which would have to be imposed.

## EAST AFRICAN CURRENCY.

London, July 31st.

In the House of Commons Mr. L. Harcourt, replying to Sir J. Rolleston, M.P. for East Herts, said that the Government were considering the desirability of changing the currency arrangements of East Africa.

## ORANGEMEN AND CATHOLICS IN DISPUTE.

London, July 31st.

Messrs. Harland and Wolff have restarted work on the principal workmen promising to do their utmost to prevent intimidation and assaults upon Roman Catholics. Additional troops and police have arrived at Belfast to protect the workers. There have been 157 arrests in connection with the assaults.

## THE THINGS THAT MATTER.

## THE DECK CHAIR.

This is the deck-chair season, when that apparently innocent but in fact deadly machine is doing its fell work unchecked. A cushion in one hand, you take it up in the other by one end; and a wooden bar, surprisingly heavy, falls over and strikes you on the shin. Then you take hold of it by another bar, and find that the whole machine is suspended in the air. You lay it down and pick it up by one of the long sides; another bar comes swinging up from the ground, like a pair of scissors, and jams your fingers. You take both hands and try to disentangle it, but the only way in which it will arrange itself is that the part you ought to sit on lies flat on the ground, while a toothed rack and a kind of trapdoor slide up in the air. And when, suddenly striking you again on the feet, it arranges itself, and you sink into it bruised and exhausted, you find you have forgotten your book.

Do not think I exaggerate when I say that the deck-chair is one of the serious menaces to summer peace. I know a family two members of which have been disfigured for life by deckchairs; one of them was a strong man who trapped his fingers in the diabolical mechanism as he sat down, and found that his own weight was being ingeniously used to crush his fingers to pulp. He fainted; but most of us are not so fortunate.

I do not know who invented deck-chairs, but he must have been an ingenious, malignant devil who thus baited his infernal machine with the promise of repose, and laid a trap for tired people.—*Filson Young, in the Pall Mall.*



## SUPREME COURT.

Wednesday, 31st July.

## IN APPELLATE JURISDICTION.

## BEFORE THE FULL COURT.

## THE PARTNERSHIP DISPUTE.

Their Lordships the Chief Justice and the Puisne Judges continued their hearing of the appeal from a judgment of the ex-Chief Justice in the case of the Fook Lung Firm v. the Lai Yuen Firm, the Shiu Lung Firm, the Cheung Puen Firm, and the Shiu Kee Firm, partners of the Yan Wo Firm, and Chan Kit Shan.

The Hon. Mr. H. E. Pollock, K.C., with whom was Mr. Eldon Potter, instructed by Mr. Reader Harris, appeared for the appellants, and the Hon. Mr. C. G. Alabaster, instructed by Mr. Holbrow, of Messrs. Deacon, Looker & Deacon, appeared for the respondents.

Mr. Pollock occupied a great portion of the morning in pointing their Lordships to alleged discrepancies in the balance sheets of the defendant firms which he alleged were either a fraud or an error. He also dealt with the evidence given by Chan Kit Shan before the ex-Chief Justice, and pointed out that the greater portion of his evidence was hearsay. Mr. Pollock also asserted that the judgment of the learned ex-Chief Justice was wrong as regards costs. He said the rule as to costs in partnership actions was the same as in any other administration action. He could not find one case in which costs were given against people who were in the same position as the plaintiffs.

After the adjournment.

Mr. Alabaster put forward objections to the appeal and also to the question of Statute of Limitation being gone into at that stage of the proceedings.

After consultation their Lordships decided to hear Mr. Potter on the points of law with reference to the Statute of Limitation.

Mr. Potter proceeded to address the Court.

The hearing was adjourned.

## THE TOPEE IN THE TROPICS.

A correspondent "Iconoclast" in a letter to the *Times* of Ceylon combats the practice of wearing a topee in the tropics. He says:—

People in British and French tropical possessions are afflicted with the sun obsession. They think it essential that the human skull should be protected from the sun by tin, iron, wood, felt, pith, or some other heavy substance at least half an inch in thickness. It is useless pointing out to these people that the vast majority of white people living under a tropical sun find this protection unnecessary and ridiculous. They will always tell you that the atmosphere in Ceylon and India is quite different to the atmosphere in, say, the Philippines or Brazil, or Queensland, heedless of the fact that there is a wide range of atmospheric conditions in Ceylon itself; while the range in India is greater still. No American in the Philippines wears a topee, although the climate there is very similar to that of Ceylon, nor do Spaniards and other white people all over Tropical America. The oldest explorers had no topees, and some game hunters of the present day do not wear them. There are a good few of the more intelligent Europeans in Ceylon, India and Malaya who decline to become slaves to this foolish fad, such, for instance, as Sir Hugh Clifford, the Colonial Secretary of Ceylon, who is never seen sporting this absurd form of head-gear, though he frequently goes out in the sun. It would be interesting to know whether the Portuguese and the early Dutch settlers in Ceylon wore topees. I trow not; and has anyone heard that sunstroke was common amongst them? The Dutch are as fair a race as is to be found in Europe.

It is, to say the least of it, somewhat peculiar that the atmospheric and solar conditions wherever Englishmen and Frenchmen set their feet, render it necessary (as we are told) to wear a topee, and there where Spaniards and other white races, who have a more intimate acquaintance with tropical conditions than we have, reside the conditions render it unnecessary. Truly, a somewhat remarkable series of coincidences! As a matter of fact, works on meteorology make no mention of these differences. As showing to what extremes this craze has gone, even the natives of India and Ceylon now wear topees.

There are intelligent medical men, to their shame be it said, who encourage the topee superstition. Without, I observe, pretending that there is any scientific basis for it. The majority of cases of sunstroke, or, in other words, heat apoplexy, occur either inside buildings or when people are wearing topees. They are much more numerous in non-tropical than in tropical countries—I should say there are far more cases in New York every year than the whole of India and Ceylon in spite of the number of passengers and others who disregard the topee superstition. This knocks the bottom out of the sun theory and shows that so-called sunstrokes are due to sudden rises of temperature for which people have not prepared by wearing light clothing such as is habitually worn in the Tropics. I feel quite sure that the weight of the egregious topee such as one sees in Ceylon is very harmful. Happily in the majority of cases the topee is only worn for very short periods of the day.

## COMPANY MEETING.

## GEORGE FENWICK &amp; CO.

A general meeting of members of George Fenwick & Company, Ltd. (in liquidation), was held yesterday at the office of the Liquidators, Messrs. Percy Smith, Seth and Fleming. Mr. J. H. Seth presided, and there were present:—Messrs. A. Rodger, G. K. Haxton, G. P. Lammer, and Lo Cheung Shui.

The notice convening the meeting having been read,

The Chairman said:—Gentlemen,—The accounts having been in your hands for some days, I will, with your permission, take them as read. The best offer we could obtain for R.P. of M.L. 31 and 32 was \$2.50 per square foot including buildings, and after consultation with the chief accountant of the Hongkong and Shanghai Bank we obtained a valuation from Palmer & Turner, who valued the land at \$2.25 per square foot, equalling \$91,757, and the buildings, for the purposes of Messrs. Geo. Fenwick & Co.'s business, at \$20,000, making \$110,000. The price we obtained was \$101,952.50 as shown in the accounts. We sold as much of the stock and plant privately as we could between July and December, 1911, and for that purpose Mr. Andrew was employed by the Company up to the 31st December, but had we continued to sell the stock privately we think that the expenses which would have been incurred would have been very heavy, and, after having arranged the sale of the ground, we decided to auction the remainder of the stock and plant before the 31st December and instructed Mr. Geo. P. Lammer to hold an auction on the 26th, 29th and 30th of December, and we consider the amount realised very satisfactory. An item which calls for special mention is the amount paid to Messrs. Fred. Wilson & Co., of Manila.

Geo. Fenwick & Co. built the steel lighter *Tito* to the order of Messrs. Fred. Wilson & Co., and in the accounts made up to the 31st July, 1911, there was, according to the contract, a balance of \$1,464.72 due by them, and this appeared in the Sundry Debtors' Account at that date. At that time correspondence was passing between Geo. Fenwick & Co. and Messrs. Fred. Wilson & Co., who claimed \$5,528.32, owing to the lighter having too much draught when loaded, and after several consultations with Mr. Andrew, who advised us to settle this claim by foregoing the amount due by Fred. Wilson & Co., we wrote them accordingly, but as there was a great difference between the amount claimed and what we offered them they would not agree to these terms. After a great deal of correspondence we wrote to our Manila office asking them to see Messrs. Fred. Wilson & Co. and come to some arrangement; and Mr. Fleming, our resident partner in Manila, wrote to us telling us that if the question went to arbitration we would not only have heavy arbitration fees to pay but would most probably have to pay Messrs. Fred. Wilson & Co.'s claim in full, which by this time we managed to reduce to \$3,790.32. While these negotiations were being carried on Mr. Percy Smith had to go to Manila and took the opportunity of seeing Messrs. Fred. Wilson & Co. He discussed the matter with Mr. Fleming, our partner in Manila, and we came to the conclusion that Messrs. Fred. Wilson & Co.'s terms of settlement were reasonable, and finally agreed to allow their claim for \$3,015.12, which, after setting off amount due by them, \$1,464.72, left them creditors for \$1,550.40. In April this year we received a notice from the Public Works Department to repair the sea wall, and on receipt of the notice instructed Messrs. Palmer & Turner to take the matter in hand and obtain tenders, the lowest being \$1,500, which together with Messrs. Palmer & Turner's charges brings the total cost for repair to \$1,600, which you will see in the balance sheet. M.L. 285 still remains on our hands, and so far we have no definite offers. One party with whom we were in treaty withdrew from negotiations on the outbreak of the Chinese Revolution, and since then we have had enquiries but no offers. I should like to have the views of the shareholders present as to the advisability of putting up this lot to public auction, and if a reasonable bid is made to sell the land and close the liquidation.

The Crown rent for this lot is \$3,039 a year and the Government rates amount to \$163.31 per quarter, which you perhaps remember is three times the rateable value of the building which the Company were obliged to erect according to the conditions of sale. Before moving the adoption of the accounts I shall be pleased to answer any questions to the best of my ability.

On the motion of Mr. Rodger, seconded by Mr. Haxton, it was decided to put up the marine lot for sale by auction.

The Chairman proposed the adoption of the accounts as presented by the liquidator.

Mr. Lammer seconded, and the motion was agreed to.

This was all the business.

## CANTON.

[FROM OUR OWN CORRESPONDENT.]

July 30th.

## LOCAL BANK NOTES.

The most important question and the one which is causing those in authority most uneasiness and anxiety is still the matter of Local Bank Notes. Despite all sorts of schemes, proclamations, promises and threats the people continue to be doubtful of paper money and it passes everywhere at a discount of from 14 to 20 per cent, and some people won't accept it at all. The latest scheme has been to form what is called by the imposing name

the "Canton and Hongkong Banking Corporation," a sort of guild of merchants, some of whom come from Hongkong, to try what can be done by their using the notes at par even if they lose a certain amount over it or at least to try to keep the discount down. A meeting which was well attended in the Canton Chamber of Commerce was held, but the result has not yet come to hand. The whole question is getting tiresome. It is some five months now since this matter started, though long before that local notes were not accepted in many quarters, and things are just now in exactly the same position. The amount of the discount has fluctuated, it is true, and public feeling has swayed one way and another, but always the paper money has been distrusted. And why? Because the people know well enough that the Government which is responsible for these notes has little or no money; and until the Government in Kwangtung floats a loan or gets money somewhere things are going to remain the same. This money question is the most serious here, as it is the cause of other trouble and affects everybody and an end of it all must come sometime or other. It is to be hoped that this new attempt by the merchants will have some success.

## THE FATSHAN RAILWAY.

On the Fatshan and Shek Wai Tong branch of the Yue-Han Railway business has been very brisk lately. All trains have been very much crowded, although there are twelve trains a day, and it has been decided to augment the service. Fatshan is a growing town and this is a good sign things are improving. This is a district from which we used to receive weekly stories of robbery and piracy, but now matters seem to be going along quite smoothly.

## TROUBLE IN NAM HOI DISTRICT.

Robberies have been frequent and as a result business is very bad at several places in the Nam Hoi district. In the locality known as Lam Li Shi robbers have been very prevalent and have done a great deal of harm, and it is said that in some parts the householders and shopkeepers have got to pay blackmail to the robber bands. Trouble has come to such a head that one of the rich men in the neighbourhood has petitioned the Government to send a regiment of soldiers to restore order.

## STUDENTS FOR EUROPE.

The results of the examination which was held some time ago, to choose 100 students to send to Europe and America for further education, have just been issued; and the successful students will proceed at once in order to be in time for the autumn and winter sessions of the various colleges they are to enter.

## EXECUTION OF CRIMINALS.

There have not been so many prisoners shot lately, and one reason is that people were becoming alarmed at the cheap view of life some of the Magistrates took, and a great deal of talk and dissatisfaction was the result. Just lately the provincial president issued an order to all magistrates and police superintendents in the province telling them at all times to have a fair trial of all prisoners and to be very careful about shooting anybody.

## DEAR RICE.

Rice is still dear and the poor suffer accordingly, so that the charitable societies who have bought up a large quantity are selling this commodity cheaply to those who cannot afford to buy. The police are taking this matter in hand and a large amount of relief is being given and much good work done among the very lowest class.

## FIRE ON THE "INDRAMAYO."

On July 21st a telegram was received by the Penang agents of the American Asiatic Steamship Company to the effect that the steamer *Indramayo* was on fire at Sabang. Full details were not available, but it was known that the fire broke out amongst the tea which, with tin and tapioca, formed the bulk of the *Indramayo's* cargo. There are no passengers on board. The *Indramayo*, which is of 5,200 tons, belongs to the Indra Line, of Liverpool, but is included in the service of the American Asiatic Steamship Company. She was on her homeward journey from the East to New York.

The Government Wharves tug left to render assistance, taking with her a quantity of chemical fire extinguishers. The tug would take about 30 hours to reach Sabang from Penang.

## MINDEN DAY.

## TO-DAY'S PARADE.

August 1st is the anniversary of the Battle of Minden, in which the old 51st (now the 1st King's Own Yorkshire Light Infantry) participated, and in celebration of the anniversary a Parade and trooping of the Regimental Colours takes place on the Hongkong Cricket Club Ground at 9.15 this morning. H.E. the Governor will take the Salute.

The men of the regiment wear roses on the occasion, commemorating the fact that as the regiment marched through a rose garden on the way to the battle of Minden, the men plucked roses and stuck them in their headbands.

The Battle of Minden was fought on the 1st of August, 1759, the commander of the French forces being Marshal Contades, and of the allied, Prince Ferdinand of Brunswick.

The British troops—six regiments of infantry and some cavalry—were under Lord George Sackville. Minden is a small town on the banks of the Weser, in Hanover, and was thus the scene of one of the most celebrated of the Seven Years' War. The part played by the regiment was as follows:—About 7 o'clock the 8 Battalions of 8 Companies—each about 80 strong—in the two brigades formed to the right, marching up by subdivisions in front, till formed upon the plains of Minden. Under a heavy cannonade, they were opposed to a formidable body of cavalry of the best troops of the French service. The first brigade consisted of the 12th, 23rd and 37th, under Major General Waldegrave, and the 2nd brigade, the 20th, 25th and 51st, under Major General Kingley. The 51st (1st K.O.L.I.) were in the centre.

The two brigades marched forward and repulsed a very vigorous attack of the French cavalry; on their retreat a second column of cavalry charged furiously, but the first line of the British troops opened, let the cavalry through, closed, went to the right about, and got the enemy between two fires, each line firing high and killing, wounding, or making prisoners the greater part of the cavalry which made the charge. The two brigades then formed one line, and repulsed a flank attack made by a Saxon Cavalry Brigade. The British Regiments lost in the battle, out of under 4,000 men, 11 Officers, 11 Sergeants, 1 drummer, and 239 rank and file killed; and 81 Officers, 41 Sergeants, 11 drummers, and 919 rank and file wounded.

Prince Ferdinand of Brunswick at a General Parade complimented the British troops on their valour, and said that the victory was in a great part due to their gallantry.

Marshal Contades, the French commander, when he saw the advance of the six British Regiments, said: "I have seen what I could never have believed to be possible, unbroken cavalry charged and beaten by infantry."

**THE ARREST OF COUNTERFEIT COINERS AT SHANGHAI.**

The *N.Y. Daily News* gives the following particulars concerning the arrest of two Frenchmen and fifty Chinese on a charge of manufacturing counterfeit coin, regarding which a telegram from our correspondent was published in the *Daily Press* last week.

## THE COINERS' WORKSHOP.

Acting upon the advice of the expert in coins, dealers in certain metals were watched and this proceeding led to a strict surveillance by the French Police of a house standing within a compound on the Sicaewai Road. Under the shadow of the trees plain clothes officers noted all who entered and left the premises, and upon their observations being communicated to the Captain of the force a raid was decided upon. Consequently on Tuesday night Capt. Mallet, together with his deputy, Brigadier Traissac, M. Dubois (Deputy Consul-General) and another Consular official, a number of French police officers, and a band of Chinese constables proceeded to the premises. The house, which is approached from the Lokawei police station, was surrounded and an answer to repeated knockings at the door was opened. The police immediately brushed past the person at the door and proceeded to the inner rooms. To their surprise they found the interior transformed into a workshop and about sixty Chinese stripped to the waist and working at smelting pots. Everyone in the house was promptly arrested and an examination of the premises was conducted. The most modern machinery for the manufacture of base coin was found installed. There were melting pots, crucibles, stamp out-fits, and the hundred and one articles necessary for making coin. In a recess the police found about 6,000 dollars in a finished and semi-finished state. The plant used is valued at a considerable amount, and it is said to be the most up-to-date in the perfection and clarity of making bad dollars that is known. The procession of prisoners from the house attracted little attention, and the police were able to make what they consider an even more important arrest.

After all the Chinese had been removed, a special posse of plain clothes men was left in charge of the premises, and whilst some of their number remained inside, others took up positions in the garden. A few minutes after eight o'clock a Frenchman was seen to walk up the pathway to the house, and he was permitted to enter before the police followed and arrested him. He also was conveyed to the station and the vigil was continued. Nothing further happened, but the police apparently were not satisfied, for the following morning they obtained a warrant for another Frenchman and effected his arrest in the Settlement.

The French Police believe that they have got to the bottom of base coining in Shanghai. They say that for several days they have been cognizant of the coining den and they have only been waiting for a chance to incriminate the leaders. More than sixty workmen have been employed day and night, they allege, and the output of base coin is said have averaged \$1,000 a day.

## NOTES AND NEWS.

## MOTOR-CARS IN MIDDLESEX.

It has been reported to the Middlesex County Council that since the Motor-Car Act, 1903, came into operation on January 1st, 1904, £18,880 6s. has been received in fees, and there have been registered 6,113 motor cars, 3,905 motor cycles, and 112 heavy motor cars.

THE ASSESSED VALUE OF THE CITY OF LONDON. The Assessment Committee of the City of London Corporation reports the assessed value of the City to be £2,624,076 gross and £2,730,912 rateable. The figures for the City of London are £2,774,244 gross and £2,889,305 rateable, the Inner Temple £31,873 and £30,368, and the Middle Temple £18,469 and £15,238 respectively.

FAILURE OF WELL-KNOWN LIVERPOOL FIRM. The famous Liverpool house known for so many years as Proctor and Son, the great corn merchants and brokers, recently converted into Proctor & Co., etc., has had to close its doors. It appears that one of the company's most responsible and trusted employees has been freely using the firm's money for rash speculations on the Corn Exchange and the Stock Exchange and an official announcement has been published by the directors stating that the company is in consequence unable to meet its liabilities. The defalcations so far discovered are stated to be between £60,000 and £100,000.

## THE GOLF CHAMPIONSHIP.

The *Martin* announces that the doctors at the Pasteur Institute at Tunis have devised a new vaccination method against Asiatic cholera. The method consists in interavenous injections of comma bacilli. The blood of the persons thus treated becomes extremely rich and they are rendered immune. The doctors made experiments on themselves and then absorbed cholera bacilli through the digestive organs. Mr. Roux, in communicating these results to the Academy of Sciences, observed that if these experiments did not absolutely prove the value of the method of these researches, they were nevertheless interesting and deserved to be followed up.

Ray's victory in the open golf championship will be welcomed by all who have taken an interest in the recent history of golf. From the persistent manner in which about ten years ago he continued to turn up second, third or fourth in the championship, he was generally looked upon as being the one among the younger players most likely to break the almost monotonous series of successes of the great triumvirate. In the last year or two he has been less conspicuous, and with the rise into prominence of men like Tom Ball, Robson and Duncan, it was generally considered that his chance had gone. Now, however, he has redeemed his old promise and, taking the lead from the outset, has won in convincing style. His score (295) is five points better than that which brought Braid victory at Muirfield in 1906.

THE POPULATION OF CALCUTTA. Curious facts with regard to the population of Calcutta are brought to light by the report of the last census. The total population is given as 696,067, of which 607,674 are males—or more than two males to each female. Another peculiar feature is that only 22 per cent. of the population are children under 15, whereas in Bengal the percentage is 38. The growth in population in the last ten years has been 48,371, of which figure 41,701 are males of working age, 15 to 50 years. This is due to the large immigration into the city of working men. This is further shown by the fact that during the last ten years there have been in the city 287,673 deaths, but only 160,485 births, leaving a balance of over 128,000 to be made up, so that there must have been at the lowest estimate 174,469 immigrants. The effect of this on the death rate, it is pointed out, is considerable, and the true death rate for 1911 should have been 31.5, not 27.2, the figure returned. In the same way the birth rate is affected and should have been 28.1, instead of as returned 21.7. The whole increase of population in the last ten years has been among Hindus, every other class having diminished. The increase among Hindus amounts to 57,649. The number of European British subjects has not increased.

## A TENNYSON STORY.

Mr. Coulson Kernahan tells, on the authority of the late Mr. Edward Whympor in the *June Strand*, a story of Tennyson which may or may not have already got into print. At a garden party a rather gushing young girl went up to the hostess and said:—"Oh, is that really, as I'm told, Lord Tennyson sitting there?" "Yes, my dear, that is he," was the reply. "Oh, I should so like to meet him. Do introduce me," said the girl. "My dear, Lord Tennyson hates to be bothered by strangers," answered the hostess, "and one reason, perhaps, why he comes to see me is that he knows I never exploit him in that way." "Oh, but I should love to be able to say I've met him," persisted the other. "Well, my dear, you have met him and leave it at that," was the answer. The girl, however, would take no refusal.

"Lord Tennyson," said the hostess, when the two had walked together to the seat where the Laureate was smoking, "this is Miss B—, daughter of an old friend of mine, who is very, very anxious to have the honour of saying 'How do you do?' to you." "How do you do?" responded Tennyson gruffly and scarcely looking up. Seating herself beside him, the girl attempted awkwardly to carry on some sort of conversation, but as all she got in reply was an occasional "Humph!" or else stony silence, she lost her nerve and began, schoolgirl-wise, to wriggle and to fidget in her seat. Then the great man spoke. "You're like the rest of them," he grunted. "You're laced too tightly. I can hear your stays creak." Abashed and embarrassed the girl withdrew. Later in the afternoon Tennyson came behind her, and laying a hand on her shoulder, said kindly, "I was wrong just now, young lady. It wasn't your stays I heard creaking, but my braces. They're hitched up too tightly. Sorry." And he lounged away.

## INTIMATIONS

## BABY CONSTANTLY CRIED WITH ECZEMA

Would Scratch Until Face Bled. Had to Watch Him Night and Day. Uses Cuticura Soap and Ointment. Face Clears, Scars Come Off. Sleeps Peacefully, and is Cured.

"When my baby was five weeks old I noticed something on his face like a dry scurf which soon spread all over his head. The doctor said it was dry eczema and gave me some salve. He told me to bathe it freely with olive oil. This I did but it gradually got worse. We got no rest night or day. It was so itchy. He would scratch his face until it bled. At last I took him to an infirmary. They said it was a very bad case of dry eczema and gave me a jar of salve, told me to put it on his head, and put on his face and head. I continued this for some weeks but all to no good. He got so bad someone had to watch him night and day and he had his hands tied so he would not make his face bleed. He was constantly crying with the pain. I tried many other ointments but they were all no use. My friends advised me to try Cuticura Soap and Ointment. This I did and before I had finished the first box of Cuticura Ointment his face cleared, the scars came off his head and he did not make a sound before I had finished the second box. When I heard of anyone suffering with eczema I always recommend Cuticura Soap and Ointment. I am very grateful indeed for them." (Signed) Mrs. A. Wilson, 12, Green St., Harrogate, Durham, Eng., Dec. 15, 1910.

A sample of each with 25¢ book free from nearest depot: F. Newbury & Sons, 27, Chancery Lane, London; R. Towns & Co., Sydney; W. S. W. London; Ltd., Cape Town; Miller, Maclean & Co., Calcutta and Bombay; Potter D. & Co., Sole Props., Boston, U.S.A.

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inducement offers.  
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## ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS

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SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,  
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And regularly thereafter.

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AFRICAN LINE.

PROPOSED SAILINGS

FROM HONGKONG: FROM COLOMBO: 10th August.

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FROM THE ORIENT TO THE ARGENTINE.Frequent Sailings from HONGKONG connecting with the Company's Steamers  
CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

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[42-43-44]

## GOING HOME.

A HOLIDAY AT HOME, AND A WAY  
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of  
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AND THE WAY

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First Class accommodations are provided for £43 to London (return ticket £74)  
and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular  
Civil Service, on application.

STEAMERS.	Tons	Starting	1912
MONGOLIA	27,000	TUESDAY	6th Aug., at 1 P.M.
PERSEA	9,000	TUESDAY	27th Aug., at 1 P.M.
KOREA	18,000	TUESDAY	3rd Sept., at 1 P.M.
SIBERIA	18,000	TUESDAY	17th Sept., at 1 P.M.
CHINA	10,200	TUESDAY	24th Sept., at 1 P.M.
MANCHURIA	27,000	TUESDAY	1st Oct., at 1 P.M.
NILE	11,000	TUESDAY	15th Oct., at 1 P.M.
MONGOLIA	27,000	WEDNESDAY	23rd Oct., at 1 P.M.

\* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

Telephone No. 141.

32

## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
CO., LTD., AND CHINA NAVIGATION CO., LTD.

### HONGKONG-CANTON LINE.

HONGKONG TO CANTON.

CANTON TO HONGKONG.

THURSDAY, 1st August, 1912.

8 a.m. "HONAM."  
10 p.m. "FATSHAN."8 a.m. "HEUNGSHAN."  
5 p.m. "KINSHAN."

FRIDAY, 2nd July, 1912.

8 a.m. "HEUNGSHAN."  
10 p.m. "KINSHAN."8 a.m. "HONAM."  
5 p.m. "FATSHAN."

### HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.  
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.  
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

### EXCURSIONS TO MACAO.

SUNDAY, 4th AUGUST.

The Company's Steamship

"SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.  
Departure from Macao at 5 p.m.  
N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m.,  
and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.  
This steamer connects with the excursion steamer leaving Macao at 5 p.m.

MONDAY, 5th AUGUST.

S.S. "SUI AN,"

Will depart from WING LOK WHARF at 9 a.m. and return from Macao at 5 p.m.  
FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

### CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT  
CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE  
INDO-CHINA STEAM NAVIGATION CO., LTD.

### CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and  
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.  
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the  
Company's direct steamers "LINTAN" and "SANDU." These vessels have superior  
Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.  
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.  
Further particulars may be obtained at the Office of the Company.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
Hotel Mansions (First Floor), opposite the Blake Pier. [143]

## BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

### EASTWARD.

S.S. "ARRATOON-APCAR," 4,450 tons, Capt. F. M. Austin, will be despatched to  
Kobe and MOJI (YOKOHAMA if sufficient inducement offers) on 6th Aug., at Noon.  
S.S. "JELUNGA," 3,561 tons, will be despatched to SHANGHAI, KOBE and  
MOJI on 18th August.

### WESTWARD.

S.S. "DILWARA," 5,378 tons, Capt. W. J. Bishop, will be despatched for  
SINGAPORE, PENANG and CALCUTTA on 15th August.  
The above Steamers have excellent Saloon accommodation for Passengers and are fitted  
with all modern conveniences and carry a fully qualified surgeon.  
For Freight or passage, apply to

DAVID SASSOON &amp; CO., LTD.

Hongkong, 31st July, 1911.

AGENTS. [692]

## SAN FRANCISCO TOYO KISEN KAISHA

TRANS-PACIFIC

### WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

### TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND

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WITHOUT CHANGE.

Through Standard Sleepers.  
Through Tourist Sleepers.  
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Electric Lights—Electric Fans, Union Depots.  
New lands, cities and scenes—hundred of miles through the gorgeous scenery of the  
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Convenient connections at Chicago with trains for New York (Transatlantic Steamers)  
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C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

## SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	Tons	DATE OF SAILINGS.
SHANGHAI, YOKOHAMA,	"NIPPON"	7,300	About 20th Aug.
Kobe and MOJI			

For Freight and Further Particulars, apply to

Telephone No. 171.

ARTHUR NILSSON &amp; CO.,

YORK BUILDINGS, TOP FLOOR.

## AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)  
MONTHLY FAST DIRECT SERVICE TO TRIESTE  
via SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.  
S.S. "BOHEMIA," 7,900 tons, will leave as above on 12th August.  
S.S. "AFRICA," 8,800 tons, will leave as above on 19th September.  
Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.  
ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN.

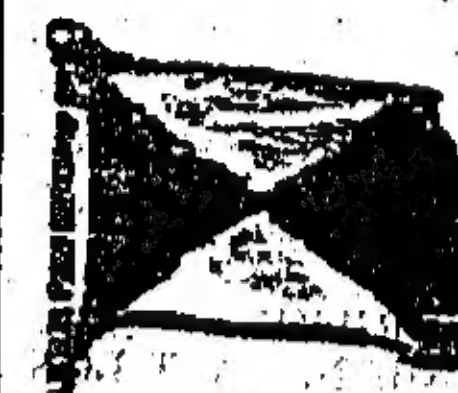
TO SHANGHAI  
S.S. "BOHEMIA," 7,900 tons, will leave as above on 4th August.  
S.S. "AFRICA," 8,800 tons, will leave as above on 4th September.  
Cheap rates, Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.  
Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.  
No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.  
TO YOKOHAMA, KOBE via SHANGHAI.  
S.S. "VOORWAERTS," 12,900 tons, will leave as above on 31st July.  
Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.  
Cargo is taken at through rates to all ports in the Adriatic, the Levant and Black  
Sea, also to North and South America. For information apply to

SANDEE, WIELER &amp; Co., Agents,

Hongkong, 29th July, 1912.

Princes' Building. [155]



## PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 9th Aug., 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 19th Aug., 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers,  
Hongkong, 1st August, 1912. PHILIPPINES S.S. Co. [113]

### NOTICE.

## RUSSIAN VOLUNTEER FLEET.

PROJECTED SAILINGS FROM HONGKONG:

HOMEWARD.	OUTWARD.
VIA SINGAPORE, PENANG, COLOMBO, JIBUTI, HODEIDA, JEDDAH, PORT SAID, BEIRUT, CONSTANTINOPLE, THEODOSIA, BATUM, ODESSA.	VIA NAGASAKI, VLADIVOSTOK.
The S.S. "PERM," 4,149 R.T., Commander J. Kahan, will leave Shanghai on Saturday, the 3rd August, is expected to arrive at Hong- kong about the 7th August. This Steamer has only 50,000 c. ft. of free space for European Cargo. Shippers are kindly requested to book their Cargo at the Office of the R. V. F. as soon as possible for necessary calculation.	The S.S. "NIJNI NOVGOROD," 3,367 R.T., Commander S. Kostomarov, is ex- pected at Hongkong about 31st July. As the above Steamer is fully loaded for Vladivostok only a small quantity of Cargo can be shipped here. Cargo can be booked at the Office of the R. V. F. conditionally and the S/O can be issued only after the arrival of the Steamer.

For further particulars, apply to

CAPTAIN D. A. LUKHMANOFF,

AGENT,  
RUSSIAN VOLUNTEER FLEET.

Hongkong, 1st August, 1912.

[717]

## "HONGKONG DAILY PRESS"

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THE UNIVERSITY OF CHICAGO



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FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA	5 P.M.	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA	Noon.	See Special of Call.
SHANGHAI, MOJI, KOBE	SARDINIA	About 3rd Aug.	Freight and Passage.
AND YOKOHAMA	Capt. C. C. Talbot, R.N.R.	6th Aug.	
LONDON and ANTWERP	PERA	About 7th Aug.	Freight only.
VIA SINGAPORE, PE-NANG, COLOMBO, PORT SAID and MARSEILLES	Capt. S. Finch, R.N.R.		

For Further Particulars apply to

H. W. D. SHALLARD,  
Acting Superintendent.

Hongkong, 30th July, 1912

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHINHUA"	On 1st Aug., 4 P.M.
SHANGHAI	"SINGAN"	On 3rd Aug., 4 P.M.
HONGKONG (Mails) & HAIPHONG	"SINGAN"	On 4th Aug., 4 P.M.
MANILA, CEBU, and LOILO	"KAIFONG"	On 6th Aug., 4 P.M.
WEIHAIWEI, CHEFOO and YANTSEN	"KUBICHOV"	On 8th Aug., 4 P.M.
SHANGHAI	"CHENAN"	On 10th Aug., 4 P.M.
SHANGHAI	"LINAN"	On 10th Aug., 4 P.M.

## DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted. SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI", "CHENAN", "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Wusung.

REDUCED FARES.—SINGAPORE \$45. RETURN \$75.

NEW SERVICE.—SHANGHAI to ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to—BUTTERFIELD & SWIRE.

Hongkong, 1st August, 1912. TELEPHONE 36. AGENTS.

# THE EASTERN & AUSTRALIAN

## STEAMSHIP CO., LTD.

## MAIL SERVICE TO AUSTRALIA.

## MAIL SCHEDULE (SUBJECT TO MODIFICATION.)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EASTERN	On 9th Aug.	On 17th Aug., Noon.
ALDENHAM	On 23rd Aug.	On 31st Aug., Noon.
EMPIRE	On 23rd Aug.	On 14th Sept., Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW, AMOY AND FOOCHEW

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. O. Passmore	FRIDAY, 2nd Aug., at 11 A.M.
"HAITAN"	Capt. J. S. Roach	TUESDAY, 6th Aug., at 11 A.M.
"HAITANG"	Capt. A. E. Hodgins	FRIDAY, 9th Aug., at 11 A.M.

## FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. J. W. Evans ... SUNDAY, 4th Aug., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blue Pier).

During the months of July and August—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to—DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 1st August, 1912.

# HAMBURG-AMERIKA LINIE.

## DEUTSCHE DAMPFSCHEFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:	
S.S. SUEVIA	2nd August.
S.S. PISA	15th August.
S.S. O. J. D. ABLERS	22nd August.
S.S. C. FRED. LARSEN	11th Sept.
S.S. ARCADIA	24th Sept.
For Further Particulars, apply to—	

### HOMeward.

For MARSEILLES, HAVRE & HAMBURG:	
S.S. SILESIA	11th August.
For HAVRE, ROTTERDAM & HAMBURG:	
S.S. FURST BUELOW	13th August.
For HAVRE, BREMEN & HAMBURG:	
S.S. GOLDENFELS	23rd August.
For HAVRE, ROTTERDAM & HAMBURG:	
S.S. BRISGAVIA	5th Sept.
For HAVRE & HAMBURG:	
S.S. SUEVIA	11th Sept.
For BOSTON & NEW YORK:	
S.S. AMBRIA	About 31st Aug.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 29th July, 1912.

10

# TOYO KISEN KAISHA.

## IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

## CHIYO MARU, SHINYO MARU AND

## TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

## "NIPPON MARU"

Speed 18 KNOTS, Displacement 11,000 TONS.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU	A. G. Stevens	TUESDAY, 13th Aug., NOON.
TENYO MARU	E. Best	TUESDAY, 20th Aug., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 10th Sept., at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 8th Oct., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA AND HONOLULU, on TUESDAY, the 13th August, at Noon.

## SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,500	TUESDAY, 6th Aug., 5 P.M.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,  
King's Building (Opposite Blake Pier).

# OSAKA SHOSHEN KAISHA.

## REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, and YOKOHAMA	"SEATTLE MARU"	6,182	TUESDAY, 6th Aug., at 1 P.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Sept., at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 3rd Oct., at 1 P.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Sept., at 1 P.M.
	"PANAMA MARU"	6,059	TUESDAY, 15th Oct., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland, and San Francisco:—  
From Manila ... G. \$130.00  
From Hongkong, Shanghai and Keelung ... G. \$110.00  
From Nagasaki, Moji, Kobe and Yokohama ... G. \$ 95.00  
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ... G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Perals. Special attention given toward Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSAI VIA SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 4th Aug., at Noon.
ANPING VIA SWATOW and AMOY	"MIYAJIMA MARU"	WEDNESDAY, 7th Aug., at 10 A.M.

N.B.—The Co.'s Coast-Line and Formosa Line of Steamers, will arrive and depart from Soon Yip Co.'s wharf (near the Harbour Office, Praya Central). For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROL,  
MANAGER.

# EST ASIATIQUE FRANCAIS

## MESSAGERIES MARITIMES, AGENTS.

## MAIL SERVICE TO AND FROM

## TONKIN

in 53 hours.

S.S. "SI-KIANG" Capt. E. de Catalano.

(1st AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 14th Aug., 1912, at 9 A.M.

For Passengers and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

# PENINSULAR & ORIENTAL

## STEAM NAVIGATION CO.

## PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Leave		
to	* HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH		
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)		
Steamer	Tons	Noon, SATURDAY	Steamer	Tons	SUNDAY	SATURDAY
DELTA .....	8000	August 3	MALOJA .....	12500	Sept. 1	Sept. 7
ARCADIA .....	7000	August 17	MONGOLIA .....	10000	Sept. 15	Sept. 21
ASSAYE .....	7500	August 31	MEDINA .....	12500	SATURDAY	FRIDAY
INDIA .....	8000	September 14	MALWA .....	11000	Sept. 28	Oct. 4
DEVANHA ...	8000	September 28	MOLTAN .....	10000	Oct. 12	Oct. 18
CHINA .....	8000	October 12	MACEDONIA .....	10500	Oct. 26	Nov. 1
DELTA .....	8000	October 26	MOIRA .....	11000	Nov. 9	Nov. 15
INDIA .....	8000	November 9	MAEMORA .....	10500	Nov. 23	Nov. 29
ASSAYE ...	7500	November 23	MOLDAVIA .....	10000	Dec. 7	Dec. 13
					Dec. 21	Dec. 27

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:  
1st SALOON £71.10 SINGLE, £106.14 RETURN.  
2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

## LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES

1 PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
	about	about
NURIA	September	October 19
SARDINIA	September 8	November 2
NAMUR	October 16	December 1
NANKIN	October 30	December 15
NYANZA	November 13	December 29

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:  
1st SALOON £55.10 SINGLE, £82.10 RETURN.  
2nd " £33.10 " £57.4 "

For further Particulars, apply to—

H. W. D. SHALLARD,  
ACTING SUPERINTENDENT.

# NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	AKI MARU Capt. B. Kon	12,070	WEDNESDAY, 14th Aug., at Daylight.
	MISHIMA MARU Capt. A. E. Moses	16,000	WEDNESDAY, 28th Aug., at Daylight.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	YOKOHAMA MARU Capt. N. Noda	12,500	TUESDAY, 13th Aug., at 4 P.M.
	INABA MARU Capt. S. Tomimaga	12,500	TUESDAY, 27th Aug., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. Sakine	7,000	FRIDAY, 2nd Aug., at Noon.
	NIKKO MARU Capt. N. Yagi	9,600	FRIDAY, 30th Aug., at Noon.
BOMBAY via SINGAPORE and COLOMBO	HAKATA MARU Capt. H. Nomura	12,000	MONDAY, 5th Aug.
KOBE and YOKOHAMA	SANUKI MARU Capt. Teranaka	12,000	FRIDAY, 2nd Aug.
SHANGHAI, MOJI and KOBE	COLOMBO MARU Capt. Kamoshita	5,000	WEDNESDAY, 14th Aug.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler	9,600	WEDNESDAY, 28th Aug., at Noon.
SHANGHAI and KOBE	JINSEN MARU Capt. Maschida	4,000	MONDAY, 12th Aug.

§ Fitted with New System of Wireless Telegraphy. † Cargo only

## NEW LINE OF STEAMERS

## BETWEEN KOBE & CALCUTTA.

## REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong—

"CEYLON MARU," 6,000 tons, Capt. Tozawa, Friday, 2nd Aug.  
"HIROSHIMA MARU," 4,000 tons, Capt. Hirase, Saturday, 10th Aug.

## REDUCED SUMMER RATES

BETWEEN

## HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

1st Class	Yokohama Return	Kobe Return	Moji Return	Nagasaki Return
	\$135	\$122	\$108	\$95
2nd "	\$ 81	\$ 75	\$ 65	\$ 57

With option of Rail between Steamers' Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO,

TELEPHONE Nos. 292 and 1241.

(12-13-656)



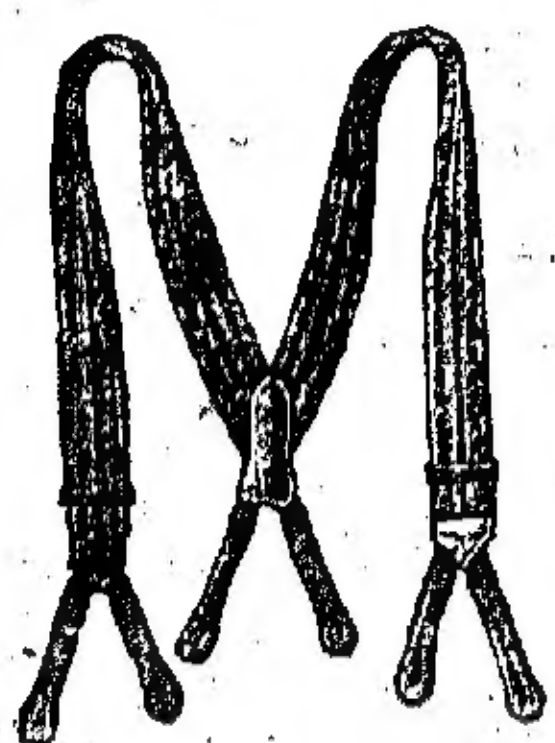
# SILK RIBBONS AND COMMON RIBBONS

in all sizes and designs are exhibited in my Sample-Showrooms!  
RIBBONS in the NEW CHINESE NATIONAL COLOURS  
are the latest.

**PET. WILH. KROMMES,  
ELBERFELD.**

General Agent for Hongkong and China:

**HUGO C. A. FROMM,**  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.  
Hongkong, 26th July, 1912. [48-11]



## BRACES AND BELTS.

The requirements of the  
MODERN CHINESE!

Samples from 3/- per doz. up to the most stylish and fashionable  
designs may be seen at the Showrooms of

**HUGO C. A. FROMM,**  
4, QUEEN'S BUILDINGS.

GENERAL AGENT FOR HONGKONG AND CHINA OF

**C. G. BODEN & SOEHNE,  
GROSSROEHRSDORF (Germany).**

Hongkong, 26th July, 1912. [48-12]



OBTAINABLE FROM—  
**THE SINCERE CO., LTD.,**  
SUB-AGENT FOR HONGKONG.  
Hongkong, 26th July, 1912. [48-22]

### POST OFFICE NOTICE

\* Only fully prepaid Letters and Post Cards are transmissible  
by the SIBERIAN ROUTE TO EUROPE.  
Letters for this route should be superscribed via SIBERIA.

The *Arcadia*, with the English Mail, left Singapore on Sunday, the 28th instant,  
at 8 a.m., and may be expected to arrive here to-day. This packet brings  
the parcel mails closed in London for despatch by the all sea route on the 26th June,  
and for despatch overland on the 3rd July.

The *Anhui*, with the Siberian Mail, is due to arrive here to-day.

The *Nippon Maru*, with the American and Siberian Mails, left Shanghai on Tuesday, the  
30th inst., at midnight and is due to arrive here to-morrow, at 8 a.m.

FOR	PER	DATE
Batavia ... ..	Sui Tai ... ..	Thursday, 1st, 11.00 A.M.
Belavia ... ..	Sui Tai ... ..	Thursday, 1st, 1.15 P.M.
Shanghai and North China ... ..	Chinhua ... ..	Thursday, 1st, 3.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA) ... ..	Arcadia ... ..	Thursday, 1st, 4.00 P.M.
Japan via Yokohama ... ..	Itola ... ..	Thursday, 1st, 5.00 P.M.
Swatow, Amoy and Foochow ... ..	Hatching ... ..	Friday, 2nd, 10.00 A.M.
Philippine Islands, Australia, Tasmania, and New Zealand via Brisbane ... ..	Yavita Maru ... ..	Friday, 2nd, 11.00 A.M.
Ningpo, Shanghai and North China ... ..	Kuangsang ... ..	Friday, 2nd, 11.00 A.M.
Macao ... ..	Sui Tai ... ..	Friday, 2nd, 1.15 P.M.
Japan via Moji and South America ... ..	Fooking ... ..	Friday, 2nd, 4.00 P.M.
Shanghai, North China and Japan via Kobe STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT AND EUROPE VIA BRINDISI (Late Letters 11.00 to NOON. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed to-morrow, at 5 p.m. ... ..	Della ... ..	Saturday, 3rd, 11.00 A.M.
Philippine Islands ... ..	Loongsang ... ..	Saturday, 3rd, 1.00 P.M.
Macao ... ..	Sui Tai ... ..	Saturday, 3rd, 1.15 P.M.
Holow, Haiphong and Peking ... ..	Singon ... ..	Saturday, 3rd, 5.00 P.M.
Shanghai and North China ... ..	Anhui ... ..	Saturday, 3rd, 5.00 P.M.

SHANGHAI, NORTH CHINA, JAPAN via  
MON. UNITED STATES, SOUTH  
AMERICA AND CANADA via VANCOUVER  
(EUROPE VIA SIBERIA) ... ..

Swatow, Amoy and Tamsui ... ..	Daijin Maru ... ..	Sunday, 4th, 9.00 A.M.
Swatow ... ..	Haiman ... ..	Sunday, 4th, 9.00 A.M.
Formosa via Keelung, Japan via Nagasaki, and United States via Seattle ... ..	Kuangsang ... ..	Monday, 5th, 11.00 A.M.
Shanghai and North China ... ..	Wingsang ... ..	Monday, 5th, 3.00 P.M.
Japan via Kobe ... ..	Aratouon Agcar ... ..	Tuesday, 6th, 10.00 A.M.
Swatow, Amoy and Foochow ... ..	Haitou ... ..	Tuesday, 6th, 10.00 A.M.
Straits and Burma ... ..	Fukata ... ..	Tuesday, 6th, 11.00 A.M.
Wellswat and Tientsin ... ..	Cheongching ... ..	Tuesday, 6th, 11.00 A.M.

FORMOSA via KEELUNG, SHANGHAI, NORTH  
CHINA, JAPAN, MONOLULU, UNITED  
STATES, CANADA AND SOUTH AMERICA  
via SAN FRANCISCO  
(EUROPE VIA SIBERIA) ... ..

Philippine Islands ... ..	Kaifong ... ..	Tuesday, 6th, 5.00 P.M.
Japan via Moji, Honolulu and South America ... ..	Kyo Maru ... ..	Monday, 5th, 4.00 P.M.
Swatow ... ..	Haiman ... ..	Wednesday, 7th, 10.00 A.M.
Batavia, Samarang, Sourabaya and Macassar ... ..	Tjimanek ... ..	Wednesday, 7th, 10.00 A.M.

### COMMERCIAL.

#### CLOSING QUOTATIONS.

July 31st.	
ON LONDON:—	
Telegraphic Transfer ... ..	1/11 1/2
Bank Bills, on demand ... ..	1/11 1/2
Bank Bills, at 30 days' sight ... ..	1/11 1/2
Bank Bills, at 4 months' sight ... ..	1/11 1/2
Credit, at 4 months' sight ... ..	2 1/2
Documentary Bills 4 months' sight ... ..	2 1/2
ON PARIS:—	
Bank Bills, on demand ... ..	249
Credit, at 4 months' sight ... ..	233 1/2
ON GERMANY:—	
On demand ... ..	202
ON NEW YORK:—	
Bank Bills, on demand ... ..	49 1/2
Credit, at 60 days' sight ... ..	49 1/2
ON BOMBAY:—	
Telegraphic Transfer ... ..	147 1/2
Bank, on demand ... ..	147 1/2
ON CALCUTTA:—	
Telegraphic Transfer ... ..	147 1/2
Bank, on demand ... ..	147 1/2
ON SHANGHAI:—	
Bank, at sight ... ..	73 1/2
Private, 30 days' sight ... ..	73 1/2
ON YOKOHAMA:—	
On demand ... ..	96 1/2
ON MANILA:—	
On demand—Pesos— ... ..	97
ON SINGAPORE:—	
On demand ... ..	84 1/2
ON BATAVIA:—	
On demand ... ..	118 1/2
ON HAIPHONG:—	
On demand ... ..	2 1/2 p.m.
ON SAIGON:—	
On demand ... ..	77
ON HANKOW:—	
On demand ... ..	10.05
GOVERNMENT, Bank's Buying Rate ... ..	10.05
GOLD LEAF, 100 fine, per tola ... ..	852.50
BANK \$11.72, per oz. ... ..	27 1/2
SUBSIDIARY COINS. per cent.	
Chinese ... ..	20 cents places ... ..
Chinese ... ..	10 ... ..
Hongkong ... ..	20 ... ..
Hongkong ... ..	10 ... ..
MAILS VIA SIBERIA.	
London ... ..	Due Shanghai
July 10th. ... ..	July 27th.
July 13th. ... ..	July 29th.

### SHARE LIST.—QUOTATIONS.

HONGKONG, 31st JULY, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASE.
<b>BANKS.—</b>				
Hongkong & Shanghai Bank Corporation ... ..	120,000	\$125	all	(1827 1/2, buyers 17,000 £53 10/- 88 1/2, buyers
China Borneo Company, Limited ... ..	50,000	\$12	all	82 1/2
China Light and Power Company, Limited ... ..	50,000	\$5	all	82 1/2
China Provident Loan & Mortgage Co., Ltd. ... ..	200,000	\$10	all	82 1/2
<b>COTTON MILLS.—</b>				
Ewo Cotton Spin'g. & Weaving Co., Ltd. ... ..	20,000	Tls. 50	all	Tls. 95
Hongkong Cotton Spinning Co., Ltd. ... ..	125,000	\$10	all	\$5, sellers
Dairy Farm Company, Limited ... ..	40,000	\$7 1/2	all	\$22
<b>DOCKS AND WHARVES.—</b>				
H'kong & Kowloon Wharf & G. Co., Ltd. ... ..	60,000	\$50	all	\$61 1/2, sellers
Hongkong and Whampoa Dock Co., Ltd. ... ..	50,000	\$50	all	\$61 1/2
New Amoy Dock Co., Limited ... ..	10,000	\$6 1/2	all	\$61 1/2
Shanghai Dock and Engineering Co., Ltd. ... ..	55,700	Tls. 100	all	Tls. 50
Shanghai and Hongkong Wharf Co., Ltd. ... ..	36,000	Tls. 100	all	Tls. 93
Green Island Cement Co., Limited ... ..	400,000	\$10	all	\$41, sellers
Hongkong Electric Co., Limited ... ..	60,000	\$10	all	\$22 1/2
Hongkong Hotel Company, Limited ... ..	12,000	\$50	all	\$11 1/2, buyers
Manila Metropole Hotel Limited ... ..	8,000	\$25	all	\$25, buyers
Hongkong Ice Company, Limited ... ..	15,000	\$10	all	\$20 1/2, sellers
Hongkong Rope Manufacturing Co., Limited ... ..	60,000	\$10	all	\$19 1/2
H'kong & South China Steam Fisheries Co., Ltd. ... ..	15,000	\$10	all	\$7, sellers
<b>INSURANCE.—</b>				
China Insurance Office Co., Limited ... ..	10,000	\$250	\$50	\$240
China Fire Insurance Co., Limited ... ..	20,000	\$100	\$20	\$133
China Traders Insurance Co., Limited ... ..	24,000	\$83.33	\$25	\$100
Hongkong Fire Insurance Co., Limited ... ..	4,000	\$250	\$50	\$355
North-China Insurance Co., Limited ... ..	10,000	\$15	\$5	Tls. 135
Union Insurance Society, Limited ... ..	12,400	\$250	\$100	\$180
Yangtze Insurance Association, Limited ... ..	12,000	\$100	\$50	\$195, Ex 73
<b>LANDS AND BUILDING.—</b>				
Hongkong Land Invest. Agency Co., Ltd. ... ..	50,000	\$100	all	\$102 1/2, div. sel.
Humphreys' Estate and Finance Co., Ltd. ... ..	150,000	\$10	all	\$7 1/2, buyers
Kowloon Land and Building Co., Ltd. ... ..	5,000	\$50	all	\$34, buyers
Shanghai Land Investment Co., Limited ... ..	78,000	Tls. 50	all	Tls. 86
West Point Building Co., Limited ... ..	12,500	\$50	all	\$54 1/2, div. buy
Maatschappij tot Mijn. Bosch-en Landbouw exploitatie in Langkat ... ..	25,000	Gds. 10	all	Tls. 62
<b>MINING.—</b>				
Chinese Engineering and M. Co., Ltd. ... ..	1,000,000	\$21	all	33/6
Tonghai Mines, Limited ... ..	160,000	\$21	all	75/-
Heawood Tin and Rubber Estate, Ltd. ... ..	715,280	2/-	all	4/6, sellers
Bamb Australian Gold Mining Co., Ltd. ... ..	23,000	\$21	all	\$4
Peak Tramways Co., Limited ... ..	50,000	\$10	all	\$10 1/2, buyers
Philippine Co., Limited ... ..	75,000	\$10	all	\$5, buyers
<b>REFINERIES.—</b>				
China Sugar Refining Co., Limited ... ..	20,000	\$100	all	\$117
Luxon Sugar Refining Co., Limited ... ..	7,000	\$100	all	\$33
<b>STEAMSHIP COMPANIES.—</b>				
China and Manila Steamship Co., Ltd. ... ..	30,000	\$25	all	\$82
Douglas Steamship Co., Limited ... ..	20,000	\$50	all	\$27
Hongkong, Canton & Macao S.S. Co., Ltd. ... ..	60,000	\$10	all	\$72, 1/2 don \$4, 1/2
Indo-China Steam Navigation Co., Ltd. ... ..	60,000	\$10	all	\$105/-, sellers
Shell Transport & Trading Co., Limited ... ..	250,000	\$10	all	\$40, sales
Star Ferry Company, Limited ... ..	10,000	\$10	\$5	\$34, buyers
South China Morning Post, Limited ... ..	6,000	\$25	all	\$22
Steam Laundry Company, Limited ... ..	20,000	\$5	all	\$54, sellers
<b>STORES AND DISPENSARIES.—</b>				
Campbell, Moore & Co., Limited ... ..	1,200	\$10	all	\$25
Wm. Powell, Limited ... ..	15,000	\$7	all	\$7 1/2
Watkins, Limited ... ..	10,000	\$10	all	\$4.30 buyers
A. S. Watson & Co., Limited ... ..	90,000	\$10	all	\$4.90, buyers
Weissmann, Limited ... ..	50,000	\$10	all	\$15, buyers
Grande Price & Co., Ltd. ... ..	15,000	\$10	all	\$12
Societe des Eclaireurs et Exploiters de Tonkin ... ..	15,000	\$10	all	\$33
Hongkong Steel Foundry Co., Ltd. ... ..	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited ... ..	9,900 only	\$10	\$4	\$6, buyers
Union Waterboat Co., Limited ... ..	50,000	\$10	all	\$50 1/2
<b>RUBBER.—</b>				
Para Rubber in London ... ..				4/10 per lb., sellers.
<b>Loans.</b>				
Chinese Imperial 1836 ... ..	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par. VERNON & SYMTH, Share Brokers

### TO-DAY

9.15 A.M.—Minden Day—Trooping of Colours  
on Cricket Ground.

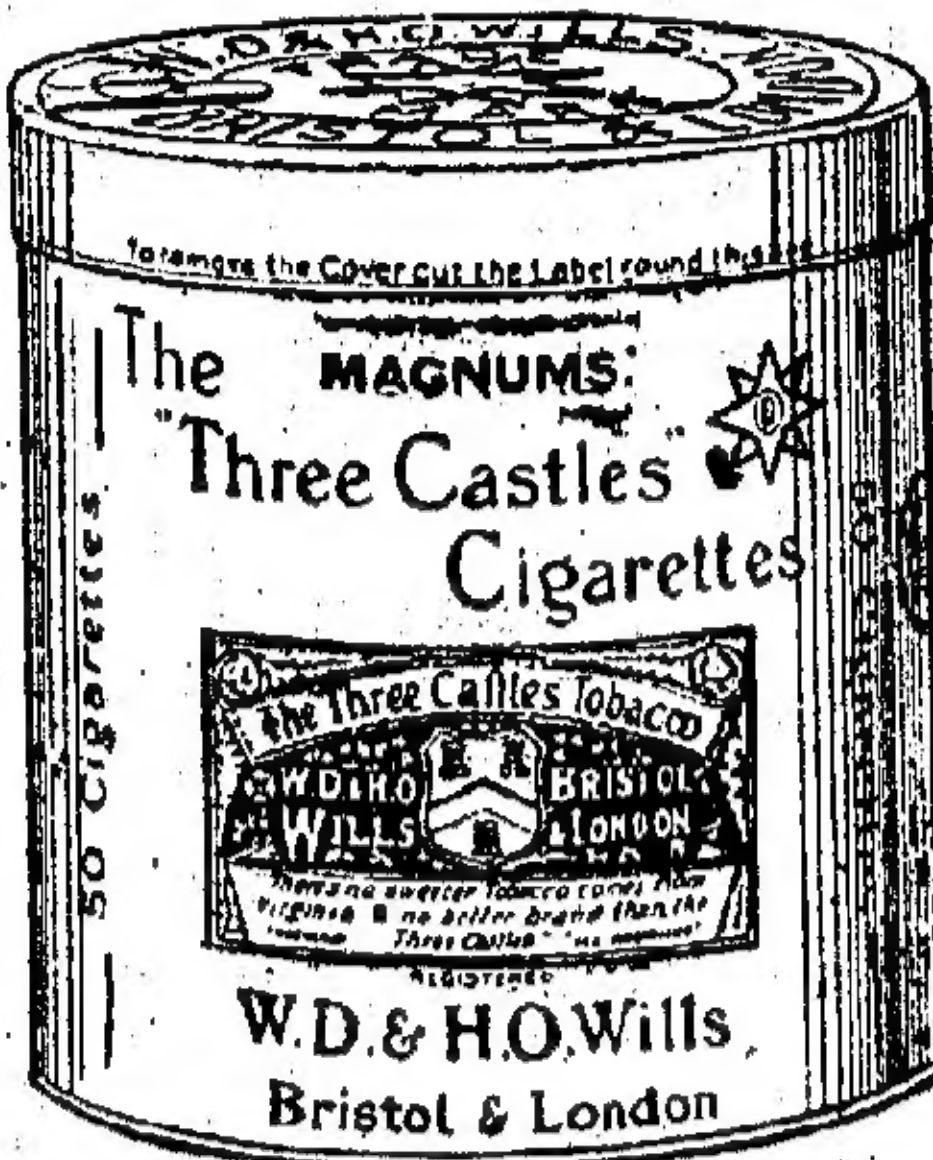
### FORTHCOMING EVENTS

Tuesday, 6th August:—  
Noon—Hongkong, Canton and Macao Steam-  
boat Co., Ltd., Ninety-Second Ordinary  
Half-Yearly Meeting.  
3 P.M.—Auction of Crown Land at below  
Kennedy Road, by Public Works Dept.  
4.30 P.M.—Lady May's "At Home,"  
Mountain Lodge.  
Saturday, 17th August:—  
Noon—Hongkong and Shanghai Banking  
Corporation Ordinary Half-Yearly Meeting  
at the City Hall.

## DO YOU LIKE A LARGE CIGARETTE?

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